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IDEA-0914-69 Copy 5 of 5

20 October 1969

MEMORANDUM FOR: Deputy for Operations, OSA

SUBJECT

ECP-U-2R-45 on Ejection-Seat Headrest

Height, dated 8 October 1969

- Request you review and comment on attached ECP-U-2R-45 on Ejection-Seat Headrest Height. Also find message attached giving Customer No. Two's position with respect to walk-around sleeping bag. Apparently the SAC mission does not include flights over cold terrain or is unfamiliar with 25X1A dry-cold survival problems.
- Project pilots do not carry the sleeping bag at the present time because it will not pack in the survival kit with the life raft. The bag will pack in the seat-kit cushion; however, it elevates the pilot an additional two (2) inches, thus the requirement for ejection-seat test firings. Support feels that this sleeping bag is a necessary part of the total survival package for project pilots and would appreciate the feelings of Operations on the matter.
- Please review the "Operation Cold Case" study, particularly page 8. The comparison of full-pressure suit protection in dry cold with that of the down-filled walk-around bag should serve to illustrate the need for such a garment.

GROUP 1 Excluded from automatic downgrading and de lassification

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25X1

IDEA-0914-69 Page 2

25X1A

- 4. At the suggestion of the feasibility of installing the sleeping bag as a rumbar-pad arrangement has been pursued. Four (4) factors make this proposal undesirable:
 - (1) The parchute risers across the shoulders would have to be extended further out of the parachute pack.
 - (2) The back-to-knee distance would be extended considerably, making ejection clearance critical.
 - (3) The movement of the pilot forward to the extent that would be required in the packing of this bag would change the center of gravity for the ejection sequence.
 - (4) The possible back discomfort resulting from the soft support provided by the bag would compromise long missions.

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MAJOR USAF BSC AMS/OSA

Attachments
As stated above

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25X1

IDEA-0914-69 Page 3

25X1A

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